

















## THE AIRSHIP DISASTER.

## FURTHER DETAILS.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, May 26.  
Further details in reference to the disaster which overtook the Morrell airship during its trial trip at Oakland, California, have been received.

The accident was caused by the airship tilting, thus forcing the whole of the gas to one end of the gas chamber. The pressure ripped the casing of the gas chamber open and the gas escaped. The airship descended slowly for three hundred feet and then suddenly collapsed.

## THE HANKOW STRIKE.

## JAPAN DEMANDS \$30,000.

(Chinese Mail's Service.)

Hankow, May 26.

Owing to the Hankow strike, which is alleged to have damaged Japanese trade to a considerable extent, the Japanese Consul-General has lodged a demand for \$30,000 as compensation.

## JEAN AND JOHN.

## PRESIDENT FALLIERE'S VISIT TO ENGLAND.

London, May 25.

President Falliere and M. Pichon, with their suites, have arrived at Dover, where they met with a magnificent reception and welcome.

Dover was bedecked and the fleet fired salutes.

Prince Arthur of Connaught received the visitors and they remained for Victoria, where the King, the Prince and Princess of Wales and other royalties received them.

Mr. Asquith, Lord and Commons were assembled.

They afterwards drove to Buckingham Palace where they took tea with the King and Queen.

Thirteen battleships, eight cruisers and a swarm of mosquito craft, have arrived at Dover to welcome President Falliere.

## THE KING AND THE TSAR.

London, May 25.

The Empress and M. Isvolsky will accompany the Tsar to (Revel).

## FAMINE IN CENTRAL AFRICA.

## Heavy Loss of Life.

London, May 25.

Reuter's Agency in Mombasa wires that there is a severe famine in the Uoga district of Uganda and over 4000 deaths have occurred. The Government is feeding 50,000 people.

## AGRICULTURE IN ITALY.

London, May 25.

The King has opened the International Institute of Agriculture in Rome. The Institute was initiated by His Majesty to raise the standard of agriculture throughout the world.

## HERR HARDEN'S APPEAL.

London, May 25.

Herr Harden's appeal was granted on a purely technical point.

## REVOLUTIONISTS TO BE HANGED.

London, May 25.

Eleven members of the Revolutionary Committee have been court-martialled in St. Petersburg. Kari, the leader of the revolution in 1903 and three others have been sentenced to be hanged, and the others to penal servitude and deportation.

## THE BELGIAN ELECTIONS.

## Government Majority.

London, May 25.

The Belgian elections show a Government majority of 12; the majority of the Chambers is reduced to 8.

The Socialists claim that the result is a demonstration against the annexation of the Congo.

## HAVE YOU RHEUMATISM?

If so, apply Chamberlain's Pain-Balm. It has cured others and there is no reason why it should not cure you. One application relieves the pain. For sale by all chemists and storekeepers.

## MOROCCO.

## FRANCE AND SPAIN DIFFER.

## A "Slight" To Spain.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, May 26.

Despite mollifying semi-official statements, great soreness is felt at Madrid about a recent brawl between Spanish and French soldiers at Casablanca.

The Spanish newspapers are demanding the recall of the Spanish troops owing to the slight to which they have been exposed.

## THE AMOY STRIKE.

(Chinese Mail's Service.)

Amoy, May 26.

The Tactics of Amoy has come out to pacify matters but business has not yet been resumed in the native quarters.

## CHINESE CONSUL FOR HANOL.

(Chinese Mail's Service.)

Peking, May 26.

The French Minister has consented to China's appointment of a Consul-General at Hanol.

## THE YUNNAN RIOT.

## GOVERNOR'S PROPOSED RECALL.

(Chinese Mail's Service.)

Peking, May 26.

At a meeting of the Cabinet yesterday, at which the situation in Yunnan was discussed, a resolution was agreed to which will be submitted to the Throne for approval for the transfer of the Governor of Yunnan to Szechuan.

The vacancy thus caused will be filled by Chin Erh Sun, the present Governor of Szechuan.

Sik Liang wired on the 24th reporting that the Imperialists had to beat a retreat near Hekow, the rebels under the command of Wong Wo Shun being too strong to allow of an advance.

H. M. the Empress Dowager is very concerned about the situation and speaks about it at all the audiences with the Ministers.

## LATEST DEVELOPMENT.

## Hekow Recaptured.

(Chinese Mail's Service.)

Canton, May 27. 1. P. M.

The rebels have been defeated and are retreating in all directions. Hekow has been recaptured.

KWEI, May 27.

All positions in Hekow have been recaptured and order has been restored. Hundreds of rebels were killed.

The news that Hekow, Yunnan, has been recaptured has been confirmed by telegrams received by many local Chinese firms. Many telegraphic orders have been stopped during the past month, and the first firm that succeeds in sending the first shipment will certainly make a good profit.

## THE CANTON-WHAMPOA RAILWAY.

(From Our Correspondent.)

Canton, May 26.

Chang Pat Shi, who has been commissioned to develop Whampoa, reports to the throne that the importance of the construction of a railway from Whampoa to Canton. The distance to be metalled is a short one, and by connecting Canton with Whampoa the latter place will develop itself. He has drawn up a scheme which contains articles dealing with 21 different matters. He has calculated that the construction of this line will cost \$300,000. He has had a greater portion of this money underwritten by Chinese merchants in the Straits. He has also secured the services of competent engineers and work on the line may begin as soon as the Government's sanction is obtained.

Chun Ping Wong, a Prefect of Canton, has been appointed by the Board of Posts and Communications to make arrangements for the opening of a branch bank of Kow Tung Yin Hong at Canton.

## PAIN IN THE STOMACH.

It is most annoying, as well as disagreeable, to be troubled with pains in the stomach, and there is no need of it, for Chamberlain's Colic, Cholera and Diarrhoea Remedy will relieve the pain. Try it once and be convinced. For sale by all chemists and storekeepers.

## COMPANY MEETING.

## The "Star" Ferry Co., Ltd.

The tenth annual ordinary meeting of the "Star" Ferry Co., Ltd., was held at the offices of the Hon. Sir Paul Chater, C.M.G., at the Victoria Buildings, this morning. Sir Paul Chater presided and there were present Messrs G. F. Friesland, W. H. Pollock, T. Hough, A. W. Lamperski, Wong Kam Fook, Ho Fook, C. S. Gubbay, D. Dababjee and the acting secretary, Mr R. J. MacGowan.

The acting secretary read the notice convening the meeting. The Chairman said:—Gentlemen, with your permission, I propose to take the report and accounts as read. The net earnings for the period under review show a considerable decline, notwithstanding a large reduction in the coal bill, due to the high exchange, the recent fall in which is again adversely affecting our business. Some economies were effected in the working, but the loss on subsidiary jobs was again over \$9,000. No extraordinary expenditure having been incurred (such as was necessitated in 1906 by the typhoon) the Directors are able to recommend the payment of the same dividend as last year, viz 10% but the amount to be written off the boats will be only \$8,700 against \$11,000. With the reconstruction of the Wharf and Godown Company's piers, steamers which have been compelled since the typhoon of September 1906 to discharge in the stream are again berthing at Kowloon, and, as stated in the report, a marked increase in our earnings is the result. I am pleased to add that this improvement is maintained in the current month's earnings. The new ferry wharf at Kowloon was opened on 28th October; it appears to give general satisfaction, and the expenses of repairing gangways is considerably reduced by the new method of having them amships. I shall be pleased to answer any questions that shareholders may wish to ask.

No questions being asked the chairman then moved the adoption of the report and accounts as presented.

Mr Gubbay seconded and this was agreed to.

Mr Lamperski moved the re-election of Sir Paul Chater to the Board of Directors.

Mr Hough seconded and the motion was carried.

The appointment of the Hon. H. Keswick and Mr G. Friesland as directors was confirmed on the proposition of Mr W. H. Pollock seconded by Mr Ho Fook.

Mr Wong Kam Fook proposed and Mr Lamperski seconded and it was carried that Mr W. H. Pollock be re-elected auditor.

The Chairman: Dividend warrants may be had on application gentlemen. Thank you for your attendance.

Y. M. C. A. DEBATING SOCIETY.

The meeting of the Y. M. C. A. Mock Parliament last evening debated a bill to Nationalize the Drink Traffic. Mr E. A. Fowler, as Minister for Justice, introduced the bill, and the ensuing discussion was keen. The speakers were Messrs Fuller, Turnbull, Berrington, Bolden, Culley, Jilings, Parkes, Sutton, Nairn, Steadman, Sayer, Macpherson, Lowry, Sheffield, and Capt. Brown. The bill was carried. On Tuesday week Mr Lowry, as Premier, will introduce a bill in relation to the appointment of elective representatives of the Colonies in the House of Commons.

NEW IMPERIAL CUSTOMS REGULATIONS.

The new Chinese newspaper, "Public Opinion," printed at Peking, has the following: The following new Customs Regulations have been issued to all the foreign and Chinese employees in the maritime and native Customs all over the Empire:

1.—Foreign and Chinese employees are not permitted to have intercourse with foreign Legations in Peking.

2.—Employees must not engage in any work beyond their duties.

3.—Employees found guilty of breaking any of the foregoing rules will be dismissed from the Chinese Customs Service.

SPORTING.

Law Tennis.

INTER-CLUB COMPETITION.

An inter-club tennis competition took place on Saturday last, when teams of six from the Otago Government and Civil Service Clubs opposed each other. Otago Government's representatives won by 87 games to 102—a margin of 45 games. The teams were:

Otago Government:—E. Green, R. Bass, E. Rapp, G. H. Hapgood, H. Rapp and L. E. Lamont.

Civil Service:—F. A. Biden, A. G. Fife, A. Thornhill, R. C. Wetherill, M. Melver and L. E. Brett.

The newspapers at Lisbon state that an important Glasgow firm has refused a large order from Lisbon, declining to entertain business relations with a country where royalty is assassinated and the assassins are glorified. The responsible journals are alarmed at the disrepute into which the country has fallen abroad. It appears that two large German firms have also refused to do business with Portugal. The Government, after conferring with the various foreign representatives at Lisbon have instituted an official inquiry.

GOOD-BYE, HEADACHES! It is what people who have Stearns' Headache Cure say. For head-ache won't stay where this excellent remedy is. Safe to use and pleasant to take.

## A PREJUDICIAL SCHEME.

## SHIPPING FIRMS AND THE PROPOSED TAX.

## Cost of Typhoon Shelter Should be Distributed.

The question of the new typhoon shelter came up again at the last meeting of the Chamber of Commerce Committee, when a protest against the proposed tax was made by the shipping firms. The following correspondence was read:

Hongkong, 26th April 1908  
To the Chairman,  
Hongkong General Chamber of Commerce.

Sir,—We, the undersigned, agents and representatives of British Lines and owners of vessels visiting this port, beg to bring to your notice that we consider the scheme as set forth in the Colonial Secretary's letter of the 11th March, addressed to the Chamber of Commerce, which has recently been published, distinctly prejudicial to the interests of shipping, which is the mainstay and livelihood of the whole Colony. So much has been said in past years by your Chamber on this particular point that we think that it is hardly necessary for us to particularise once more the many arguments against the proposed scheme of shipping.

In view of the fact that the proposed refuge is to be erected to protect lighters and native cargo boats in case of a typhoon, it appears to us that there are many concerns closely allied to shipping on which we think some part of the cost of the proposed work might fall. As an instance, we consider that underwriters, inasmuch as it is of great value for them to know that a vessel will have a place of refuge in the event of a severe storm. We therefore consider that the contribution towards the expenses should be made more general and that the onus should not fall too much on the shoulders of the shipping firms.

As however the shelter is in the interests of the welfare of the Colony, and the shipping generally has a certain interest in it, we think that a temporary increase in the light dues would be agreed to by ship owners, without opposition, provided it were based on a somewhat modified arrangement as regards payment.

During 1907 the registered tonnage of shipping visiting this port is put down at roughly 10,000,000 tons, we therefore think that if the tonnage dues are increased by half a cent per ton and the cost of the work spread over a longer term of years (than that suggested) it would be more equitable and the objection to the payment would be much better divided.

We would point out that of late years the tonnage of steamers has materially increased, it however does not follow that more cargo is being brought in or taken away from the Colony. On the other hand, the dues, owing to the size of the vessels, are considerably increased.

We have made no mention regarding the proposed site of the shelter as we consider that this is best left to practical experts with whom you are no doubt consulting. We, however, venture to think that the cost of the work as mentioned in the Colonial Secretary's letter is somewhat excessive and that the scheme as finally sanctioned is more economical and, at the same time, an equally efficient refuge can be evolved. You are so fully cognizant of the depressed state that shipping is in at the present time that it is hardly necessary for us to draw your attention to this fact, but as such is the case, we trust that money will not be sent unnecessarily as the times seem to call for economy in expenditure in every direction.

It is also worth your attention to the fact that under Notification No 169, Schedule to Merchant Shipping Consolidation Ordinance 1899, passed on the 4th February last, the Licence Fee for large junks has been increased from £100 to £100 per cent. We should feel much obliged if you would kindly enlighten us as to why this tax has been increased and to what purpose the Government intend to devote the revenue derived therefrom.

We shall be obliged if your Committee will give their attention to the points we have raised before replying to the letter addressed to your Chamber by the Colonial Secretary.

Signed, F. J. Abbot, Acting Superintendent P. and O. S. N. Co.

Signed, Shearman Toms and Co., General Managers, China Mail S. S. Co., Ltd.; General Managers, Anglo-Siam S. S. Co., Agents, S. S. Line of Steamers.

Signed, Butterfield and Swire, Agents, Ocean Steamship Co., Ltd.; Agents, China Mutual Steam Navigation Co., Ltd.; Agents, China Navigation Co., Ltd.; General Managers, Indo-China S. S. Co.; Agents, Indo Line.

Signed, Dodwell and Co., Ltd.; Signed, W. E. Clarke, Secretary, Hongkong Chamber of Commerce and General Managers, Canton and Macao Steamboat Co., Ltd.

Signed, J. W. Ordlock, General Traffic Agent, Canadian Pacific Railway Co.; Signed, Douglas Lapsack and Co., General Managers, Anglo-American S. S. Co.; Signed, Gibb, Livingston and Co., Agents, E. and A. S. S. Co., Ltd.; Agents, Ben Line of Steamers.

Signed, McGregor Bros. and Gow, General Managers, Glen Line of Steamers.

Letter to the Colonial Secretary.

Hongkong Chamber of Commerce, 14th May, 1908.

Sir,—I am directed to forward you a copy of a joint letter from Agents and Representatives of British Lines and owners of vessels visiting this port, addressed to this Chamber and having reference to the proposals of His Excellency the Governor regarding the Typhoon Refuge to be constructed at Hongkong.

I am to state that my Committee endorse the opinion of the signatories that the proposal of His Excellency to increase the light dues on ocean going vessels by 1/2 cent per ton and on River Steamers by 1 cent per ton should be, in equity, modified and the number of years over which it may become necessary to spread this taxation thereby increased.

My Committee consider that the 1 cent per ton increase on ocean going vessels suggested by the agents and representatives is a more equitable arrangement than that proposed by His Excellency. By this means the burden is lightened to shipowners, and it may reasonably be assumed that the payment for the refuge, which will be equally in the interests of those to come, is thereby rendered more general.

It would also appear that the proposed increase of 1 cent per ton for river steamers is likely to prove a heavy tax in view of the numerous entries of these boats.

My Committee concur in the views expressed by the signatories to the enclosed letter as to the apparently excessive cost

of the proposed refuge, and I am to state that my Committee would greatly appreciate an opportunity of viewing the plans and estimates for the scheme. They would then be in a better position to give an intelligent opinion on the subject.

Reference is made in the enclosed letter to an amendment to Merchant Shipping Consolidation Ordinance 1899 under Notification No. 169 whereby licence fees for large junks and lighters were increased 100 per cent.

My Committee would beg you to supply them with the information necessary for the reply to the query.

I am to request you to be good enough to thank His Excellency for the opportunity accorded to my Committee for commenting on this subject.

(Sgd.) E. A. M. WILLIAMS, Secretary.  
Hon. F. H. MAY, C.M.G., Colonial Secretary.

## SANITARY BOARD.

## The Plague at Hok On Kok.

Under the presidency of the Hon. Dr. Atkinson a meeting of the Sanitary Board was held yesterday evening when there were present:—Hon. Mr. Chatham, D.P.W., Col. Martin, Capt. Lyons, Hon. Mr. H. W. Shaw, Messrs H. Humphreys, A. Shollon Hooper, Dr. Pearce, M.O.H., Dr. Macfarlane, Assistant M.O.H., and the Secretary, Mr. C. M. L. Messer.

Speaking with regard to the plague, which was reported to have broken out at Hok On Kok, the president said that the buildings were mere hovels, and there were about two hundred people living in such places. It was desirable that they should remove these people as quickly as possible and order the closure of the houses.

Mr Shollon Hooper—How do you propose dealing with the houses?

The President—The principal thing is to get them empty and keep them empty until the plague has ceased. We can leave the decision as to what is to be done with them until later.

Mr Hooper—How are you going to separate the different families in the match factory?

The President replied that that matter would be arranged by the Government.

The closure of the houses was decided upon, on the motion of the President, seconded by Mr Hooper, and the standing sub-committee is to take the necessary steps with regard to relocating the people.

## THE JUDGE AND THE MERCHANTS.

## Re Those Eight Solicitors.

Further correspondence in connection with the Law Vacation question was read at the last meeting of the committee of the Chamber of Commerce. It was as follows:

Chambers, Supreme Court, Hongkong, 11th April, 1908.

Sir,—In consequence of the publication of the further correspondence on the subject of the Supreme Court Vacations, I have the honour to point out that the memorial to the Chamber was not signed by eight firms of solicitors. Certainly half, if not more, of the signatories were gentlemen practising as individual solicitors who are no more "firms" than individuals who carry on business by themselves. The statement that eight firms signed the memorial was therefore an unfortunate inaccuracy as the statement in the minutes that the view of the Chamber was supported by the majority of the solicitors of the Colony. This statement was, as possibly you may not be aware, hurriedly corrected after I had pointed out its inaccuracy to the then Chairman, before copies of the proceedings were sent to the Press.

(Signed.) F. T. PROCTOR, Chairman, Chamber of Commerce.

Hongkong Chamber of Commerce, 13th April, 1908.

Sir,—I have the honour to acknowledge receipt of your letter of 11th April on the subject of the Supreme Court Vacations and in reply I am directed to state that my Committee do not see that any useful purpose can be served by continuing this correspondence.

(Signed.) E. A. M. WILLIAMS, Secretary.

His Honour Sir Francis Pigott, Chief Justice.

Chambers, Supreme Court, Hongkong, 14th April, 1908.

Sir,—I find myself on this point at least in agreement with the Committee of the Chamber, that no useful purpose can be served by continuing this correspondence, and I can only wish that the wisdom of this idea had prevailed the issue to the Press of the further correspondence with the Government on the subject of the Supreme Court Vacations, thereby provoking further and unjustifiable attacks on the Chief Justice.

The studied discourtesy of that correspondence induced me to point out the futility of the mystery with which the memorial of the "eight firms" to the Chamber has been shrouded, for the names of the signatories have long been known to me; and also compelled me to press home the inaccuracy of the statement made with regard to the status of those signatories.

(Signed.) F. T. PROCTOR, Chairman, Chamber of Commerce.

## LINGERING COUGHS.

PERSEVERENT coughs that continue through the spring and summer usually indicate some throat or lung trouble, and it is a serious mistake to neglect them. Chamberlain's Cough Remedy is famous for its cures of coughs of this nature, and a few doses taken in time may save a doctor's bill or perhaps years of suffering. For sale by all chemists and storekeepers.

## HARBOUR MOORINGS.

## Government Proposals Rejected.

At the last meeting of the Chamber of Commerce a reply to the Government's further proposals in regard to private mooring buoys in the harbour was read.

The latter stated that the power of the Harbour-Master to allot leased moorings to vessels other than those of the lessees had only been exercised on very rare occasions and the Committee would view with alarm any change in the existing procedure. The guarantee that a buoy should be available to lessees upon giving 24 hours' notice was unacceptable as loss and inconvenience would in many cases be sustained. The Committee was unable to withdraw its objection to the scheme.

(Sgd.) E. A. M. WILLIAMS, Secretary.  
Hon. F. H. MAY, C.M.G., Colonial Secretary.

## SINGAPORE'S QUARANTINE RESTRICTIONS.

## Offer to Shipping Firms.

Correspondence has been passing between the Government of Hongkong and the Straits Settlements in regard to possible reduction in the restrictions imposed on Hongkong shipping in the sister Colony.

In forwarding copies of this correspondence to the local Chamber of Commerce the Colonial Secretary wrote: You will observe that if vessels arriving from Hongkong are able to satisfy the Port Authorities at Singapore that all Asiatic passengers and natives belonging to the crew have been vaccinated, the Health Officer would be willing to allow landing and give the vessel pratique as soon as the necessary examination and disinfection of passengers and their luggage were completed, provided no infectious or contagious disease was found to have manifested itself on board and that no death had occurred since the vessel left Hongkong. I am to enquire whether the shipping firms interested, or any of them, are willing to undertake such vaccination and I am to urge the desirability of taking such precaution which appears to be the only means of escaping from the onerous restrictions at present placed upon shipping from Hongkong in the Straits Settlements.

The Secretary was instructed at the last meeting of the Committee to see those interested in the question and draft a reply for approval.

## EXPORT OF TINNED LARD.

## Promising New Industry for Hongkong.

The Secretary of the Chamber of Commerce is now prosecuting inquiries as to whether any merchant in the Colony is prepared to attempt the export, under Government guarantee, of tinned lard.

The following memorandum by His Excellency the Governor had been forwarded to the Chamber: In the course of conversation with Dr. Musgrave (who had been deputed by the Philippine Government to visit Hongkong early in December last, in order to enquire into the question of epidemic diseases among cattle exported from this Colony to Manila) allusion was made to the large market for this product both there and in the U.S.A. but that by a recent "Pure Food Act" it was compulsory that tinned lard should have a Government guarantee.

This lard was supplied with the lard imported from Australia, and though the Hongkong lard was both better and cheaper, it was probable that it would be entirely ousted by Australian lard because of this guarantee, and that the latter would also capture the American market. Dr. Musgrave, I think, added that lard from Holland and Australia would be superseded by Hongkong lard if the latter had a Government guarantee.

This appeared to open the prospect of a new and very promising industry, which would consist of buying up the fat of pigs locally slaughtered and also purchasing in China and preparing it in accordance with Government requirements and so exporting it under Government guarantee.

A letter was in consequence addressed to the Australian Government inquiring what were the demands of the Government before a guarantee was issued. (The Comptroller General's reply was attached.)

Before pursuing this subject further I should like to know whether any merchant here is willing to embark in this trade. If so I will write to the Government of the Philippines and point out that according to the letter from the Comptroller General no guarantee is issued by the Australian Government, and to request information as to what was meant by Dr. Musgrave in his allusion to a guarantee. If it is meant (as I suppose) that the manufacture of lard is subject to the regulations referred to in the Comptroller General's letter, I will enquire whether if these regulations are adopted by an exporter here, there is a prospect that Hongkong lard would find a large market in the Philippines. Although the Government issued no Certificate of Purity it would be feasible for the Government to see that the regulations were observed by inspections from time to time, and by occasional analysis of samples and this would probably be all that the Philippine Government require.

(Signed.) F. T. PROCTOR, Secretary.



## Shipping.

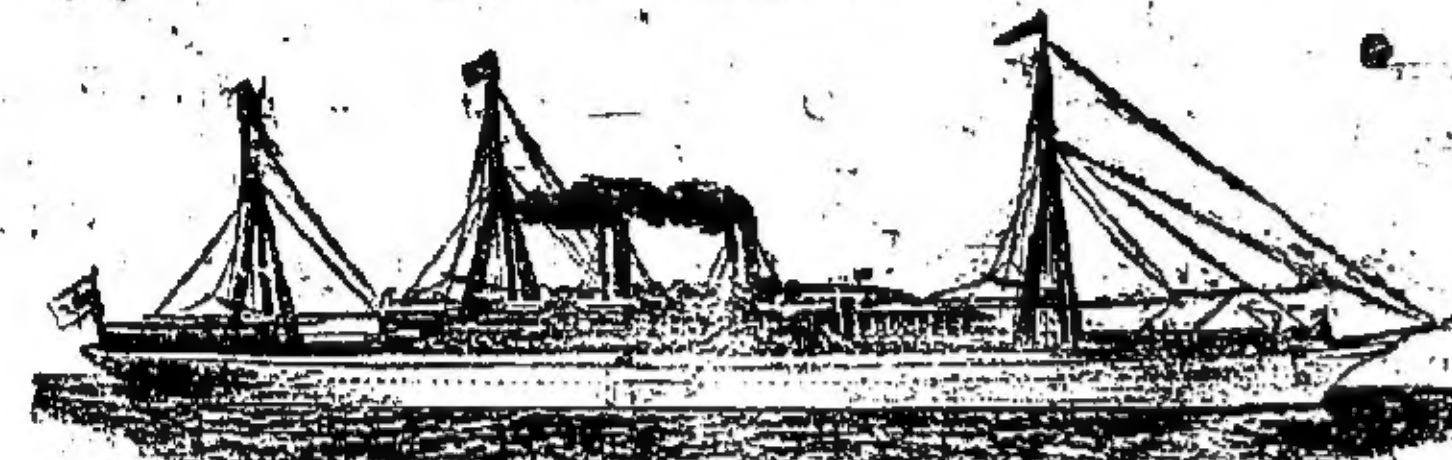
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	ARCADIA	About 28th	Freight and Passengers
LONDON, via USUAL PORTS	DELTA	May 31st	Freight and Passengers
MARSHALLS, LONDON & ANTWERP	SUMATRA	About 3rd	Freight and Passengers
SHANGHAI, MOI, KOBE AND YOKOHAMA	SARDINIA	About 5th	Freight and Passengers

F. J. ABBOTT, Acting Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY SPEED-PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 12 Days across the Pacific to the U.S. EMERALD LINE. SAVING 5 to 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Proposed Sailing	Leave Hongkong	Arrive Vancouver
EMERALD OF CHINA	6000 Tons	THURSDAY, June 4	July 22
EMERALD OF INDIA	6000 Tons	THURSDAY, June 13	July 31
EMERALD OF JAPAN	6000 Tons	THURSDAY, June 20	Aug. 7
EMERALD OF AUSTRALIA	6000 Tons	THURSDAY, June 27	Aug. 14
EMERALD OF AFRICA	6000 Tons	THURSDAY, July 4	Aug. 21
EMERALD OF AMERICA	6000 Tons	THURSDAY, July 11	Aug. 28
EMERALD OF EUROPE	6000 Tons	THURSDAY, July 18	Sept. 4

S.S. EMERALD and EMERALD are freight only and do not carry Passengers. EMERALD will depart from Hongkong at 4 p.m. S.S. Montevideo, leaving and clearing at 12 Noon.

THE latest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and to Quebec, with the Company's new palatial 'EMERALD' Steamships, 14,000 tons register, thus providing a comfortable and speedy through route to Europe.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL - 1908.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	BUELOW, Capt. H. Forster.	WEDNESDAY, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	RIEIST, Capt. R. Meyer.	WEDNESDAY, 3rd June, at Noon.
MANILA, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Monsted.	THURSDAY, 18th June, at 5 p.m.
KUDAT and SANDARAN	BORNEO, Capt. F. Sembill.	

For further Particulars, apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA -

28,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

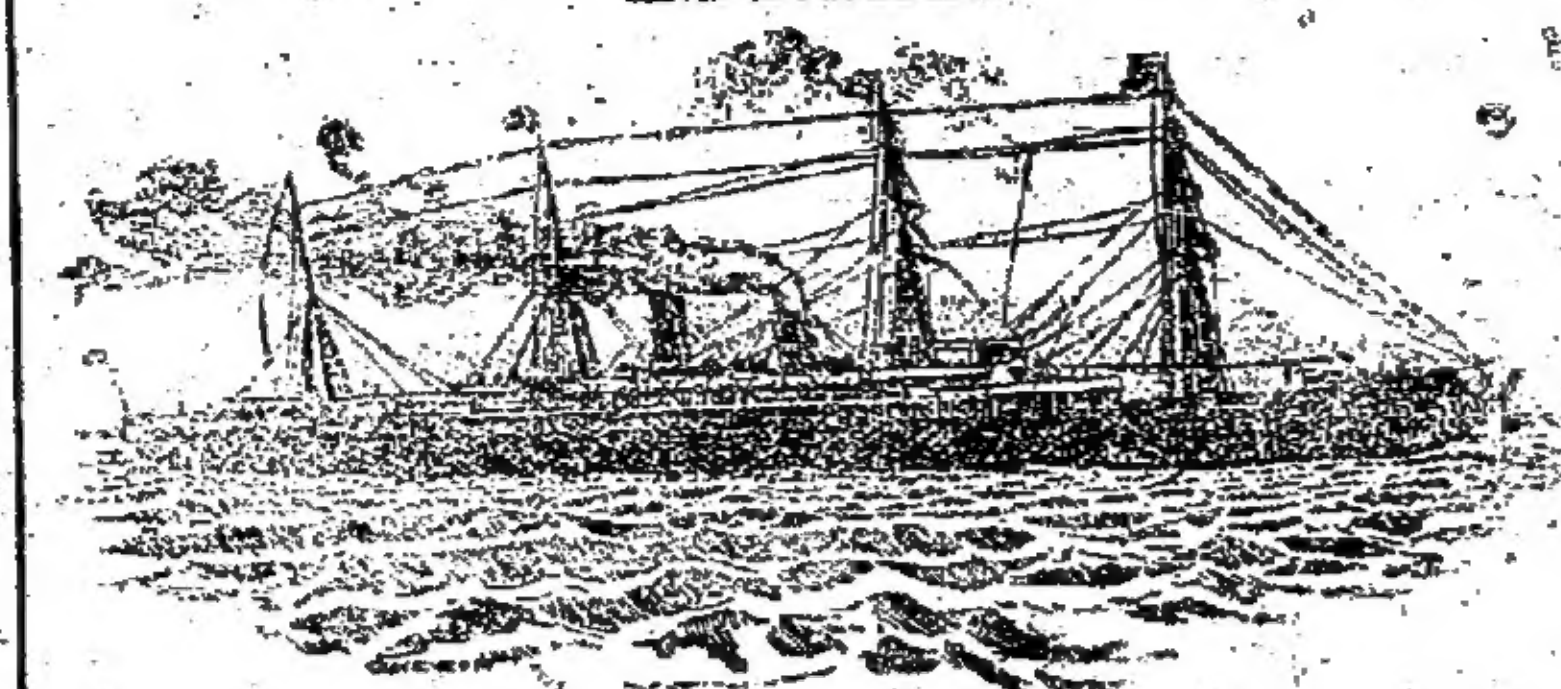
MINNESOTA, Captain O. F. Atkins, SATURDAY, 11th July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Europe. LUXURIOUS PASSENGER ACCOMMODATIONS - Saloon and Steerage (all outside rooms), Main room, Library, Smoking room, Nurses, Laundry, Telephone, etc. Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge. For convenience of connection cabin passengers return tickets are interchangeable with regular and fare between Japan, China and Hong Kong. For full information regarding freight or passenger apply to NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES. VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	SAILING DATES, 1908.
TEIKO MARU, 14,000 Gross Tons	TUESDAY, 2nd June, at Noon.
KORRA, 18,000 Tons	TUESDAY, 18th June, at Noon.
AMERICA MARU, 18,000 Tons	FRIDAY, 28th June, at Noon.
SIBERIA, 18,000 Tons	SATURDAY, 4th July, at Noon.
CHINA, 18,000 Tons	SATURDAY, 11th July, at Noon.
MANCHURIA, 27,000 Tons	SATURDAY, 18th July, at Noon.
NIIPPON MARU, 11,000 Tons	FRIDAY, 24th July, at Noon.
ASIA, 9,500 Tons	SATURDAY, 1st Aug., at Noon.
MONGOLIA, 27,000 Tons	SATURDAY, 8th Aug., at Noon.

RECORD FAST TRIP.  
Yokohama to San Francisco, S.S. KOREA, 18,000 tons, September 1st-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 10 hours.  
San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-23rd, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 23 minutes.

THE T. K. K. Steamship TENYO MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd June, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

FROM HONGKONG TO PORTLAND, via MOI, KOBE AND YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Steamers, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	TAIWAN	May 28, at 4 p.m.
AMOI, NINGPO & SHANGHAI	NINGPO	May 28, at 4 p.m.
SHANGHAI	KUANGSIANG	May 30, at 4 p.m.
HONGKONG & HAIPHONG	HUPEN	May 30, at 9 a.m.
MANILA	TRAM	June 2, at 4 p.m.
MANILA	TAMPO	June 3, at 4 p.m.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and also cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.-REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila - Saloon and Steerage. Electric Light - Perfect Cuisine - Surgeons and Stewards carried. - All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

ZAFIRO, 2540, R. Rodger, Manila, Saturday, May 30, at Noon.

RUBI, 2540, R. W. Almond, Manila, June 6, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

STEAMER, LOWTHER CASTLE, to sail 27th May, at 5 p.m.

For Freight and further information, apply to SHEWAN, TOMES & CO., Agents.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, Daylight.

For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, at Noon.

For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, at 4 p.m.

For SHANGHAI, YOKOHAMA, KOBE & MOI, SATURDAY, May 30, at Noon.

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## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

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For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, Daylight.

For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, at Noon.

For SHANGHAI, YOKOHAMA, KOBE & MOI, FRIDAY, May 29, at 4 p.m.

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